

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

SWINDON

(STAGE 5—UFFINGTON TO HAY LANE AND SWINDON LOCO YARD)

SATURDAY AND SUNDAY 2nd AND 3rd MARCH 1968

Between the hours of 21.00 on Saturday 2nd March and 22.00 on Sunday 3rd March, 1968 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 5 of the above scheme consisting of multiple aspect colour light signalling and continuous track circuiting on all running lines between the approximate limits of the existing Highworth Junction, Hay Lane and Swindon Loco Yard signal boxes in accordance with the enclosed diagram.

1. New signal box

A new signal box to be known as 'SWINDON', situated on the Down side of the line at Swindon Station, will be brought into use.

This signal box will control points and signals on the running lines between the approximate limits of 63M 30Ch and 78M 60Ch, in accordance with the enclosed diagram.

2. Redundant signal boxes and alterations to existing signalling

Uffington, Highworth Junction, Swindon Goods Yard, Swindon East, Swindon West and Rushey Platt Junction signal boxes will be taken out of use and the existing multiple aspect signals within this area will be controlled from the new signal box or become automatic, as shown on the enclosed diagram or as detailed below. Existing semaphore signals will be taken out of use and all other signal and telegraph equipment recovered.

The existing multiple aspect signals between Uffington and Highworth Junction, which will be renumbered, are as shown below:—

	Existing signal number and description	Revised number
UF 32	Uffington Down Main Home and junction indicator	SN 10
UF 4	Uffington Down Goods Loop Starting	SN 12
HW 1	Highworth Junction Down Main Home	DM 74
UM 73R	Up Main Repeater for UM 73	UM 75
UF 22	Uffington Up Main Home and junction indicator	SN 89
UF 16	Uffington Up Goods Loop Starting	SN 91

Rodbourne Lane signal box, together with associated signals and signalling equipment, was taken out of use at 16.00 hours on Friday 1st March as a preliminary to the main occupation.

At Hay Lane the existing Up Main Home, Up Main Starting and Down Main Home signals will be taken out of use.

At Swindon Loco Yard, the existing Up Main Starting, Up Main Home to Goods Loop, Up Goods Loop Starting, Down Main Home and Down Main Starting signals will be taken out of use. The existing lower Distant arm on the Up Main Inner Home signal will be retained.

3. Permanent Way alterations

New connections will be brought into use as shown in heavy type on the enclosed diagram.

The following redundant connections will be spiked, clipped and padlocked out of use pending recovery:—

At Highworth Junction:—

Facing connection Down Main to Down Goods Loop (opposite signal box).

Facing connection Down Goods Loop to Down Main.

Facing connection Down Goods Loop to Down Siding.

Connections between the Up Goods Loop and Stratton Park Sidings.

The facing connection from Down Main to Down Goods Loop (860 yards from Highworth Junction signal box) has been spiked, clipped and padlocked out of use pending recovery.

At Swindon Goods Yard:—

Facing connection Up Goods Loop to Up Main.

Facing connection Up Main to Up Goods Loop.

At Swindon East:—

Facing connection Down Goods Loop to Down Main.

Facing connection Down Main to Down Platform lines.

Trap Point in Down Main at East end of platform.

At Swindon West:—

All connections leading from existing Platforms 1, 2 and 3 to the Down Main and Down Branch.

At Rushey Platt Junction:—

Trailing crossover connection Up Main to Down Main.

Trailing connection Up Main to Up Branch.

At Swindon Loco Yard:—

Facing connection Up Main to Up Goods Loop.

Trailing connections Up Main to Up Goods Loop.

Trailing crossover connection Up Main to Down Main and associated slip connection Up Main to Down Sidings.

4. Altered platform arrangements at Swindon Station

A new Bay platform will be brought into use and certain platforms will be renumbered as shown on the enclosed diagram.

The existing Down side platforms will become redundant.

5. Ground Frames

The following new ground frames, controlled from the new signal box, will be brought into use as shown on the enclosed diagram.

Highworth Ground Frame	Rodbourne " B " Ground Frame
Goods Yard Ground Frame	Rushey Platt Ground Frame
North Sidings Ground Frame	Workshop Sidings Ground Frame
Rodbourne " A " Ground Frame.	

A new ground frame will be brought into use at Uffington to work the existing facing and trailing Main line crossovers. The ground frame will be named Uffington Ground Frame and will be controlled from the new signal box.

The existing ground frames at Challow and Ashbury will be controlled from the new signal box.

The ground frames will be released by an Annett's key held in a release instrument adjacent to the respective points.

6. Track Circuit Block Working

Track Circuit Block Working in accordance with Supplement 3 (BR. 29960/10) to the Regulations for Train Signalling will apply between Reading and Swindon, between Swindon and Hay Lane and between Swindon and Swindon Loco Yard signal boxes.

Train description between Swindon and Reading will be by means of the Western Region 4-digit type of train describer.

Train description between Swindon and Hay Lane and between Swindon and Swindon Loco Yard will be by means of single stroke bells.

The Block Switches at Hay Lane and Swindon Loco Yard will be taken out of use.

7. Telephones

Telephones communicating with the Signaller at Hay Lane and Swindon Loco Yard will be provided at signals HL29 and LY3 respectively.

Telephones communicating with the Signalmen at Swindon will be provided at:—

- (i) All controlled multiple aspect signals bearing the prefix " SN " on the identification plate and at Shunt signals SN221, SN240, SN246.
- (ii) All automatic multiple aspect signals, ground frames and automatic half-barriers which at present communicate with either Uffington or Highworth Junction signal boxes.
- (iii) All ground frames released from the signal box.
- (iv) All emergency hand crank release instruments.

8. Level Crossings

The existing automatic half-barriers at Ashbury and Knighton level crossings will be supervised from Swindon.

9. Emergency operation of power-operated points

With the exception of hand points and points operated from ground frames, all connections shown on the enclosed diagram will be operated electrically from the signal box. The Up and Down Goods Loop points at Uffington will also be operated electrically from Swindon.

All new point machines are of the Westinghouse Brake and Signal Co.'s style 63, the relevant instructions for the emergency operation of which have been issued separately.

Hand cranks for the emergency operation of remote point machines will be located in release instruments situated adjacent to the associated points. These hand cranks can only be withdrawn upon receipt of release from the signal box. Hand cranks for points in the Swindon Station area will be kept in the operating room of the new signal box.

10. Occupation Arrangements

Occupation of the locking frames at Hay Lane and Swindon Loco Yard signal boxes will be required for alterations and testing purposes.

During the occupation the Up Main Distant for Hay Lane and the Up Main Distant for Swindon Loco Yard will be disconnected from the signal box and maintained at caution. At Highworth Junction signal DM 74 will be maintained at Red.

All arrangements for the safe working of the line including the appointment of Handsignalmen in accordance with Rule 77, to be made by **District Inspector Sheppard, Swindon**

Please acknowledge receipt immediately to Head of Department.

H. C. SANDERSON
Divisional Manager.

Transom House,
Victoria Street,
Bristol.

March, 1968

BR.31401/5

Received Notice No. S.2546 re Introduction of Stage 5 of Swindon Multiple Aspect Signalling Scheme—Uffington to Hay Lane and Swindon Loco Yard.

.....DateDepartment
.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.
Ref:—WW900/B/34.

KEY



POSITION LIGHT.
 ('Y' INDICATES NORMAL
 YELLOW LIGHT)

W.S. RAMPS.

CONNECTION WORKED BY ADJACENT G.F.

INDICATES AUTOMATIC SIGNALS.

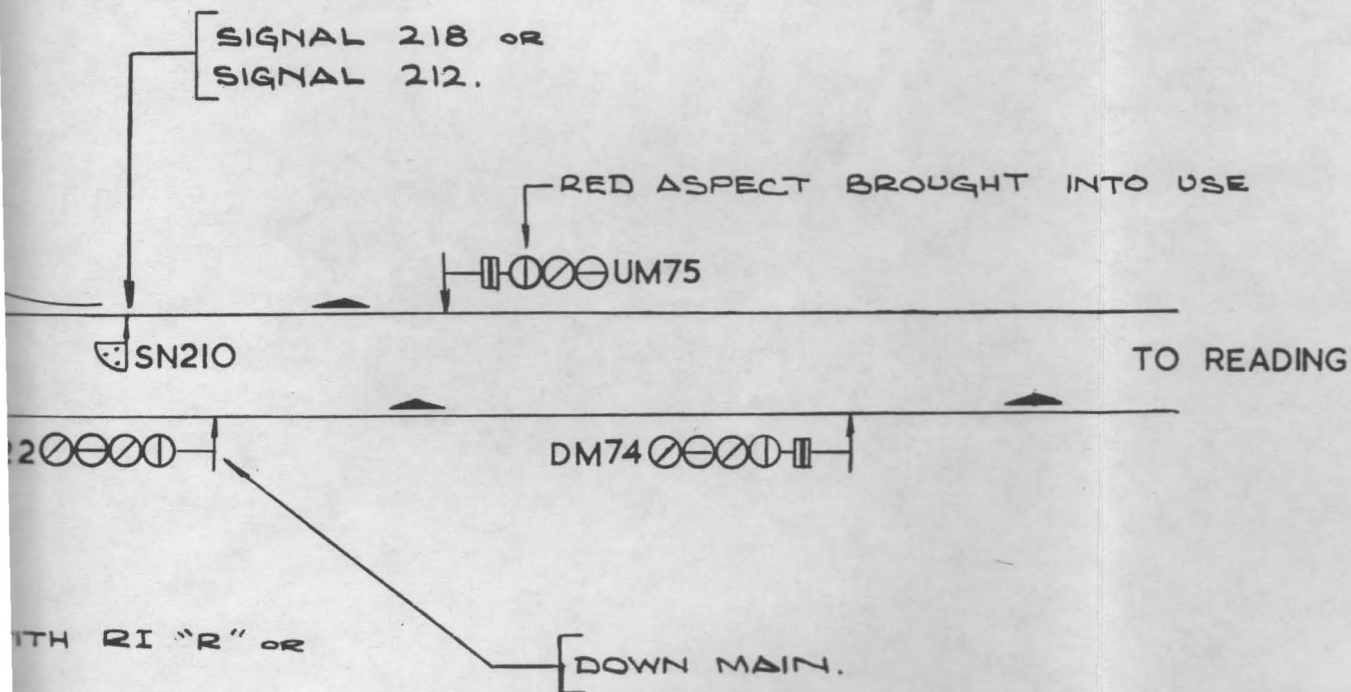
LIMIT OF SHUNT.

FUNCTION INDICATOR.

DUPLICATE INDICATOR

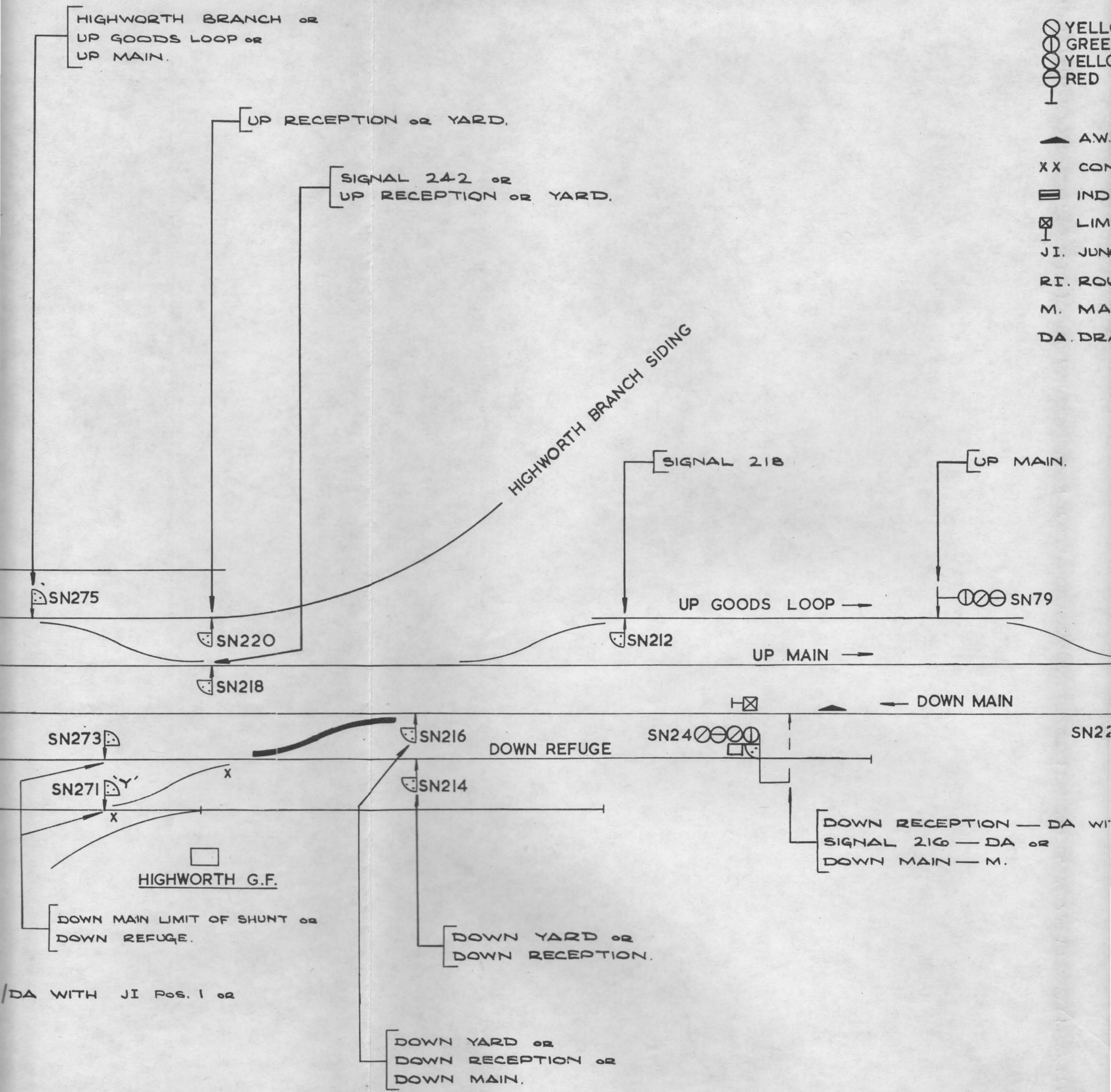
MAIN ASPECT.

STRAW AHEAD.



SWINDON M.A.S.—STAGE 5

INTRODUCTION OF NEW SIGNAL BOX AT SWINDON



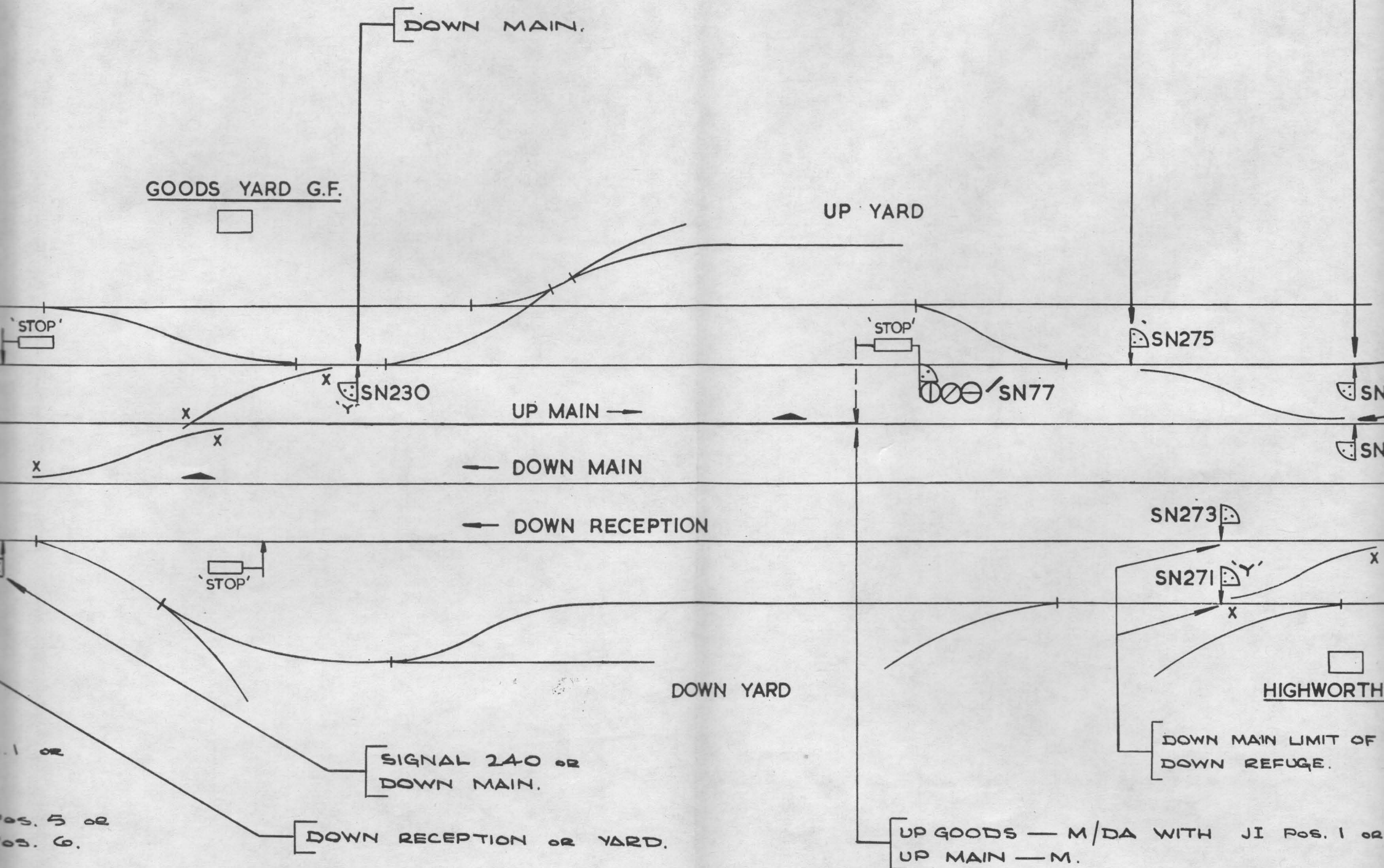
- YELLOW
- GREEN
- YELLOW
- RED
- ▲ A.W.
- XX COM
- ≡ IND
- ⊠ LIM
- I JI. JUN
- RI. ROU
- M. MA
- DA. DR.

N OR YARD.

OR YARD OR

LIMIT OF SHUNT OR
TION OR YARD.

HIGHWORTH BR
UP GOODS LOOP
UP MAIN.



OR

OS. 5 OR
OS. 6.

DOWN RECEPTION OR YARD.

SIGNAL 240 OR
DOWN MAIN.

UP GOODS — M/DA WITH JI Pos. 1 OR
UP MAIN — M.

DOWN MAIN LIMIT OF
DOWN REFUGE.

RM 1 OR

UP MAIN OR
PLATFORM 3 (2 ALTERNATIVE ROUTES)
PLATFORM 1.

DOWN RECEPTION OR

PLATFORM 3 OR
SIGNAL 248.

UP RECEPTION OR
UP MAIN OR
DOWN MAIN LIMIT
DOWN RECEPTION

THROUGH SIDING

UP RECEPTION →

STOP

SN246

SN244

SN242

SN263

SN245

SN28

SN261

SN240

SN232

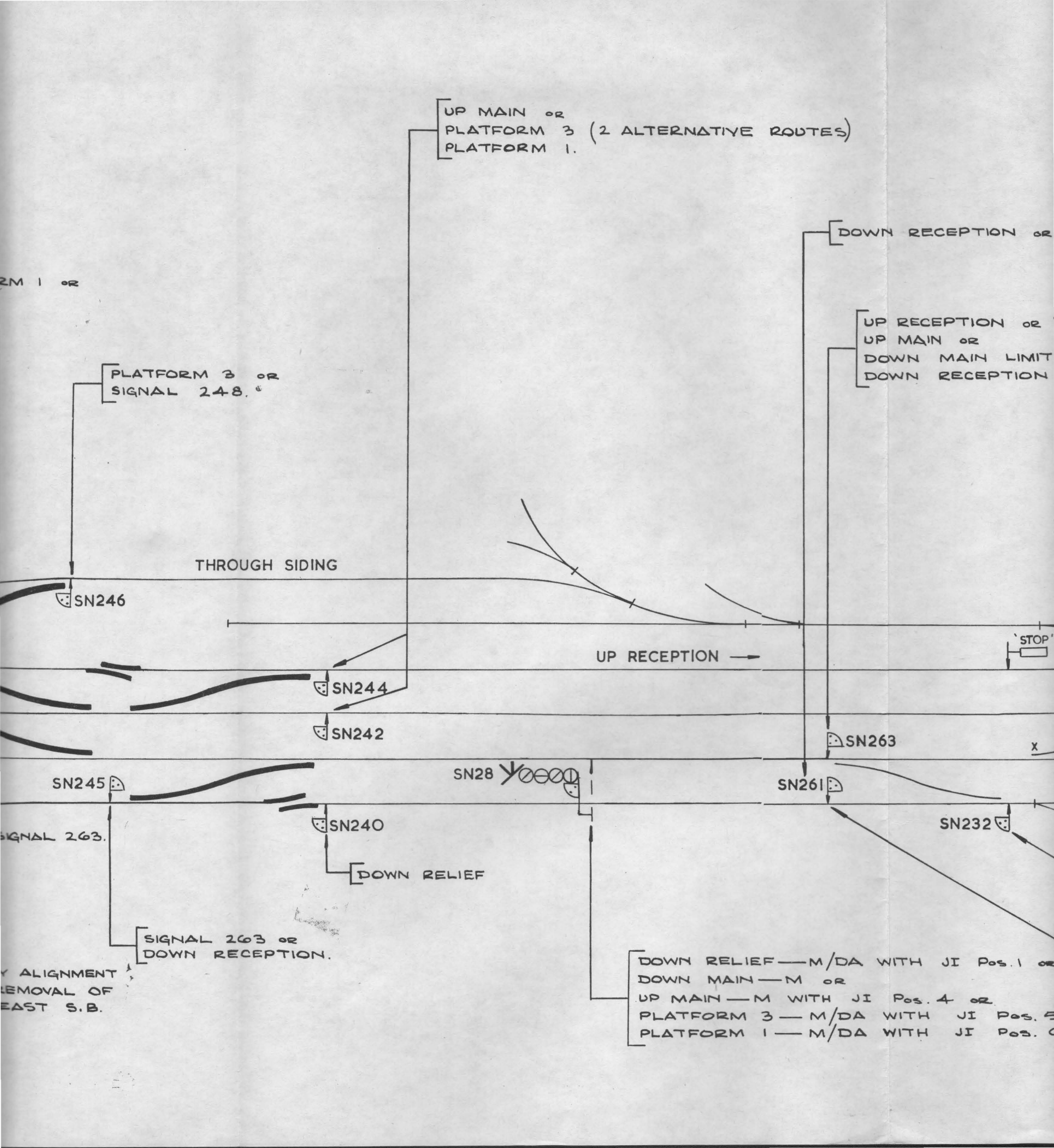
SIGNAL 263.

DOWN RELIEF

SIGNAL 263 OR
DOWN RECEPTION.

DOWN RELIEF — M/DA WITH JI Pos. 1 OR
DOWN MAIN — M OR
UP MAIN — M WITH JI Pos. 4 OR
PLATFORM 3 — M/DA WITH JI Pos. 5
PLATFORM 1 — M/DA WITH JI Pos. 6

ALIGNMENT
REMOVAL OF
EAST S.B.



THRO' SIDING — DA WITH RI "S" OR
UP RECEPTION — DA WITH RI "R" OR
UP MAIN (2 ALTERNATIVE ROUTES) — M OR
SIGNAL 263 — DA.

THRO' SIDING

PLATFORM 1 OR
SIDINGS.

PLATFORM 3 OR
SIGNAL 248.

THROUGH SIDING

SN71

SN241

SN248

SN246

SN67

SN65

UP MAIN →

SN243

SN245

SIGNAL 263.

UP RECEPTION — DA WITH RI "R" OR
UP MAIN — M OR
SIGNAL 263. — DA.

SIGNAL 263 OR
DOWN RECEPTION.

TEMPORARY ALIGNMENT
PENDING REMOVAL OF
SWINDON EAST S.B.

RI "M" OR
WITH RI "G" OR

TH RI "B".

N — M WITH RI "M" OR
 GOODS — M/DA WITH RI "G" OR
 262 — DA. OR
 BRANCH — M WITH RI "B" OR
 264 — DA.

THRO' S
 UP RECE
 UP MAIN
 SIGNAL

SIGNAL 262 OR
 DOWN BRANCH OR
 SIGNAL 264.

SWINDON STATION

NORTH SIDINGS G.F.

NORTH SIDINGS

SN260

PLATFORM 1

SN48

SN71

SN46

PLATFORM 2

PLATFORM 3

SN67

SN44

UP MAIN

SN65

SN42

DOWN MAIN

SN40

DOWN RELIEF

SN38

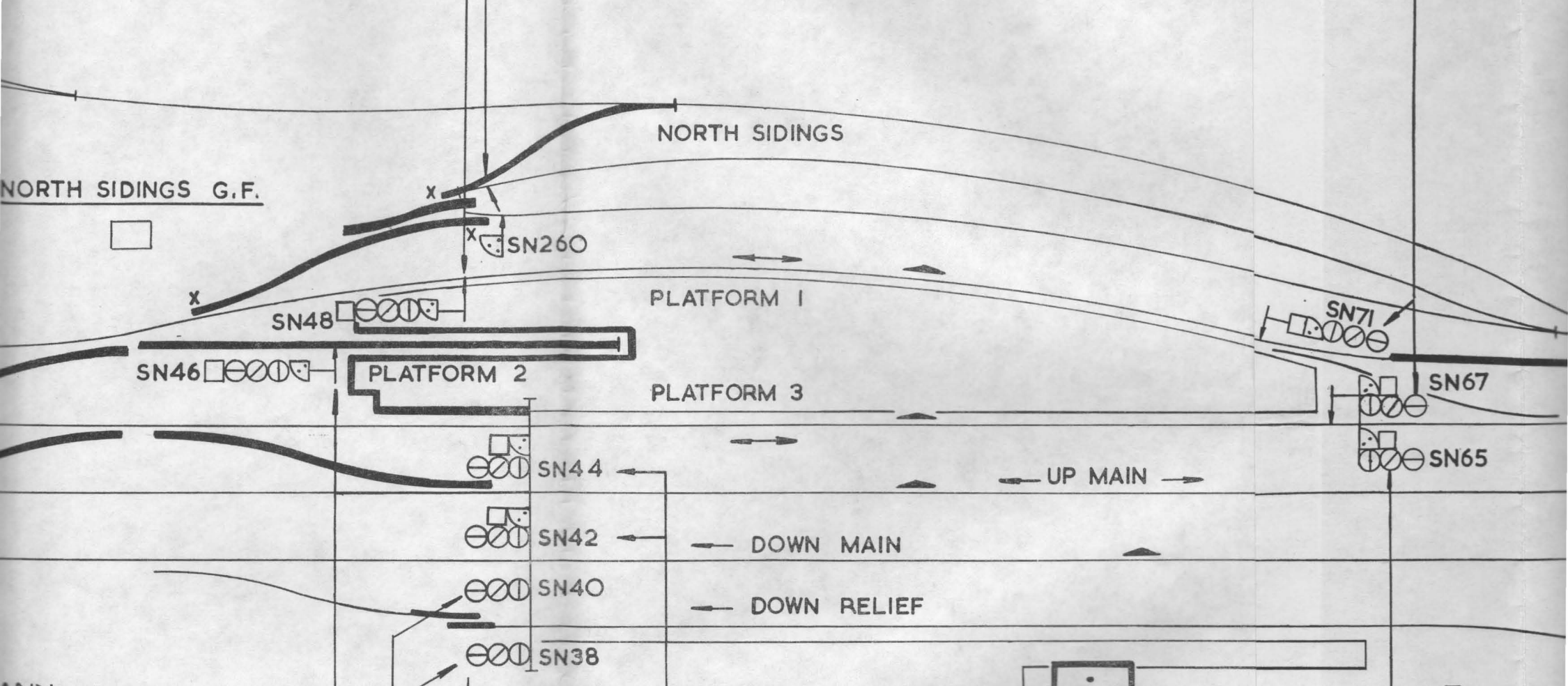
MAIN OR
 N GOODS OR
 OR
 BRANCH OR

UP RECE
 UP MAI
 SIGNAL

DOWN MAIN.

DOWN MAIN — M WITH RI "M" OR
 UP/DOWN GOODS — M/DA WITH RI "G" OR
 SIGNAL 262 — DA OR
 DOWN BRANCH — M WITH RI "B".

DOWN MAIN — M WITH RI "M" OR
 UP/DOWN GOODS — M/DA WITH RI "G" OR
 SIGNAL 262 — DA OR
 DOWN BRANCH — M WITH RI "B" OR
 SIGNAL 264 — DA.



WITH RI 1 OR
 WITH RI 2 OR
 WITH RI 3 OR
 I "M".

DOWN MAIN -
 UP/DOWN GO
 SIGNAL 262
 DOWN BRAN
 SIGNAL 264

LOCO YARD (LY)

DIESEL M.P.D.

SIDINGS OR
 PLATFORM 1 OR
 PLATFORM 2 OR
 PLATFORM 3 OR
 UP MAIN.

SIDINGS OR
 PLATFORM 1 OR
 PLATFORM 2

LY28

SN159

UP BRANCH
 DOWN BRANCH

SN223

M.P.D.

PLATFORM 1 — M/DA WITH RI "1" OR
 PLATFORM 2 — M/DA WITH RI "2" OR
 PLATFORM 3 — M/DA WITH RI "3" OR
 SIGNAL 231 — DA OR
 UP MAIN — M WITH RI "M"

SN264

WORKS
 SIDINGS

SN225

SPUR

NOR

SN233

WORKS ENGINE LINE

SN231

UP/DOWN GOODS

SN61

SN262

2

SN59

SN227

SIGNAL 231 OR
 PLATFORM 3 OR
 UP MAIN OR
 SIGNAL 243 OR
 DOWN RELIEF

SIGNAL 231 OR
 SPUR.

DOWN MAIN
 UP/DOWN G
 WORKS OR
 DOWN BRAN
 M.P.D.

DA OR
 WITH RI "S".

PLATFORM 1 — M/DA WITH JI Pos. 3 OR
 PLATFORM 2 — M/DA WITH JI Pos. 2 OR
 PLATFORM 3 (2 ALTERNATIVE ROUTES) — M/DA WITH JI. Pos. 1 OR
 SIGNAL 231 — DA OR
 UP MAIN — M.

PLATFORM 1 — M/DA WITH RI 1 OR
 PLATFORM 2 — M/DA WITH RI 2 OR
 SIGNAL 233 — DA OR
 PLATFORM 3 — M/DA WITH RI 3 OR
 UP MAIN — M WITH RI "M".

SIGNAL 223 OR
 WORKSHOP SIDING.

SWINDON LOCO YARD (LY)

LY30

LY29

LY28

SN219

LY3

UP ENGINE LINE — DA WITH RI "E" OR
 UP/DOWN GOODS — M DA WITH RI "G".

WORKSHOP SIDING G.F. SN270

DOWN BRANCH.

UP/DOWN GOODS.

PLATFORM 1 —
 PLATFORM 2 —
 PLATFORM 3 —
 SIGNAL 231 —
 UP MAIN — M

RODBOURNE 'B' G.F.

RODBOURNE 'A' G.F.

SIDING

SN213

SN217

WORKS ENGINE LINE

SN57

UP/DOWN G

SN55

SN274

UP MAIN

SN272

SN52

DOWN MAIN

SN50

DOWN MAIN

SIGNAL 2
 PLATFORM
 UP MAIN
 SIGNAL 24
 DOWN REL

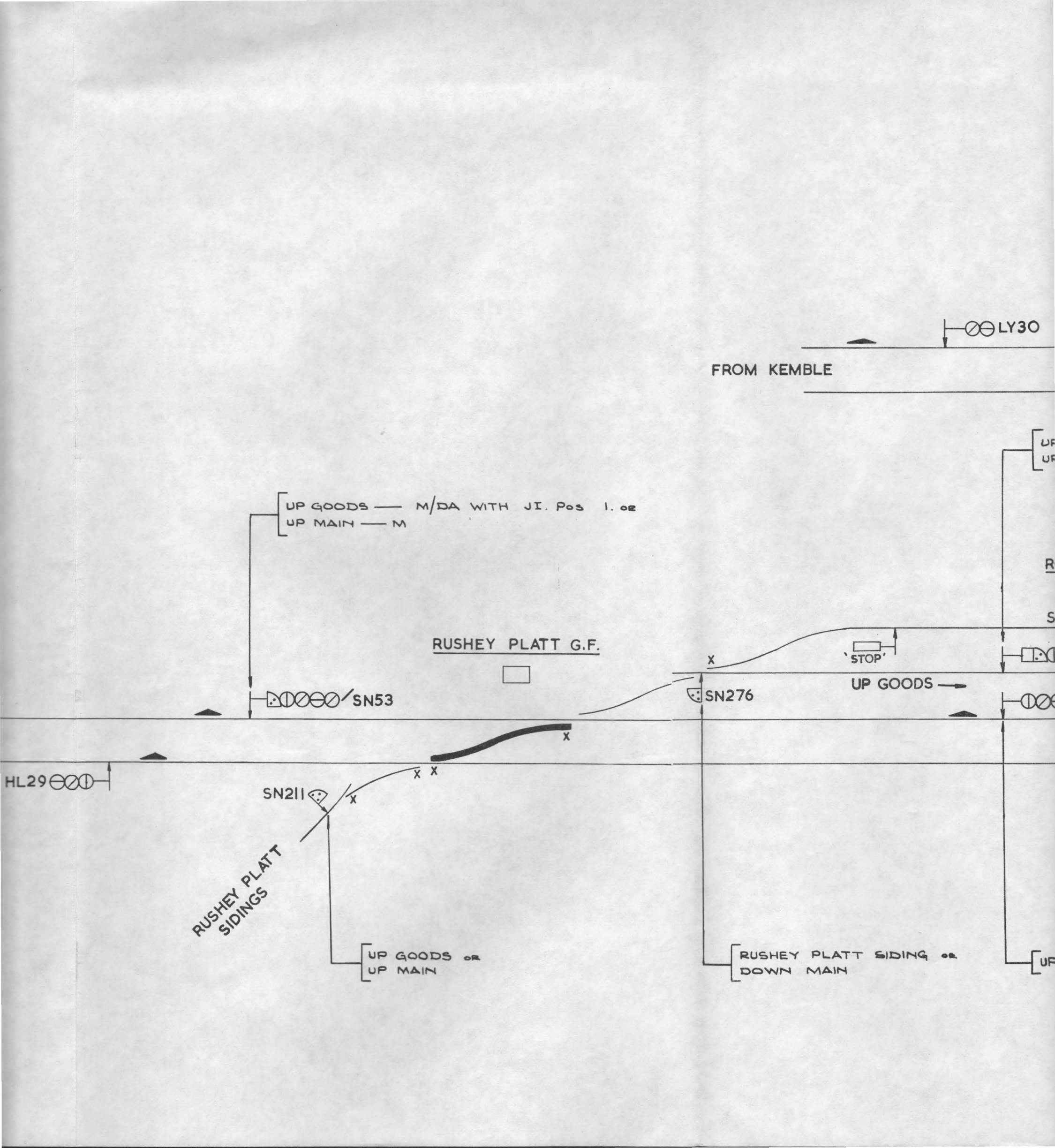
UP MAIN

SIGNAL 276 OR
 SIDING

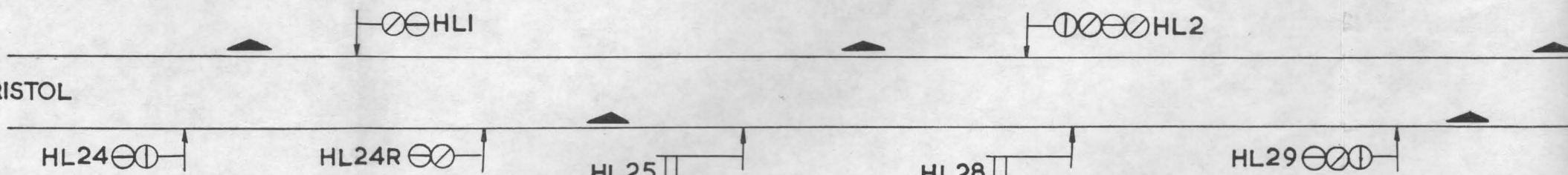
UP/DOWN GOODS.

SIGNAL 274 — DA OR
 SIDINGS — DA WITH RI "S".

SIGNAL 274



FROM BRISTOL



RUSH

FROM BRISTOL

HL24 ⊕ ⊕

HL24R ⊕ ⊕

HL25 ⊐

HLI ⊕ ⊕